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NATIONAL PHOTOGRAPHIC INTERPRETATION CENTER

PHOTOGRAPHIC
INTERPRETATION
REPORT

POSSIBLE NEW SUKHOY FIGHTER UNDER DEVELOPMENT AT MOSKVA AIRCRAFT EXPERIMENTAL PLANT 51

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MARCH 1975

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Warning Notice
Sensitive Intelligence Sources and Methods Involved

NATIONAL SECURITY INFORMATION
Unauthorized Disclosure Subject to Criminal Sanctions

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INSTALLATION OR ACTIVITY NAME	COUNTRY
Possible New Sukhoy Fighter Under Development at Moskva Aircraft Experimental Plant 51	UR

UTM COORDINATES	GEOGRAPHIC COORDINATES
NA	55-46-59N 037-32-40E

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MAP REFERENCE

SAC. USATC, Series 200, Sheet 0167-5, scale 1:200,000

LATEST IMAGERY USED	NEGATION DATE (If required)
	NA

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1. A small, probably incomplete, airframe was observed undergoing structural testing at Moskva Aircraft Experimental Plant 51 (Figures 1 and 2). The size and configuration of the airframe suggest that the design bureau headed by P. O. Sukhoy may have developed a new small fighter. 25X1

2. The new airframe (Object Target Number Figure 3) was in a structural test rig in the west plant area. Components which were discernible included the wing and probably a partial fuselage. The wing was delta in planform and appeared to have a compound sweep on the leading edge. 25X1
Because no cockpit or tail surfaces were observed, it is possible that the airframe was mounted in an inverted position within the test rig. A review of photography revealed that the airframe was in the test rig 25X1 25X1

3. The structural test rig, just north of a probable airframe inlet and engine test facility, was completed as early as March 1972. It consists of a metal framework constructed on a concrete pad. A probable hydraulics fluid storage tank is nearby on the west side. Structural test rigs of this type are used for airframe fatigue testing. During fatigue testing, the entire airframe or portions of the test aircraft are subjected to dynamic loading to simulate actual flight conditions. These loads are applied through hydraulic jacks and other specialized equipment. The test data is recorded and analyzed to ascertain possible deficiencies in the design of the aircraft. It is possible that the airframe at Plant 51 has been mounted within the rig in an inverted position to acquire negative load data.

4. Plant 51 houses the Sukhoy Design Bureau (OKB) and functions as a prototype production plant.[1] Located on the southern side of Moscow Central Airfield and bordering the western edge of Moscow Airframe Plant 30 , the plant contains approximately 800,000 square feet of floorspace. Sukhoy's OKB has been responsible for the design and development of some of the principal fighter aircraft in the Soviet Union. These include the FITTER series, FISHPOT, FLAGON, and FENCER A. 25X1 25X1

5. There has been some activity which may be related to the development of a new aircraft at the Sukhoy flight test support facility (Figure 4), at the Ramenskoye Flight Test Center (BE In July 1974, footings for a new unidentified building were observed. When completed, the new building will be . In September 1974, a new large parking apron was seen under construction. A large area had been graded and the laying of concrete segments was in progress. 25X1 25X1

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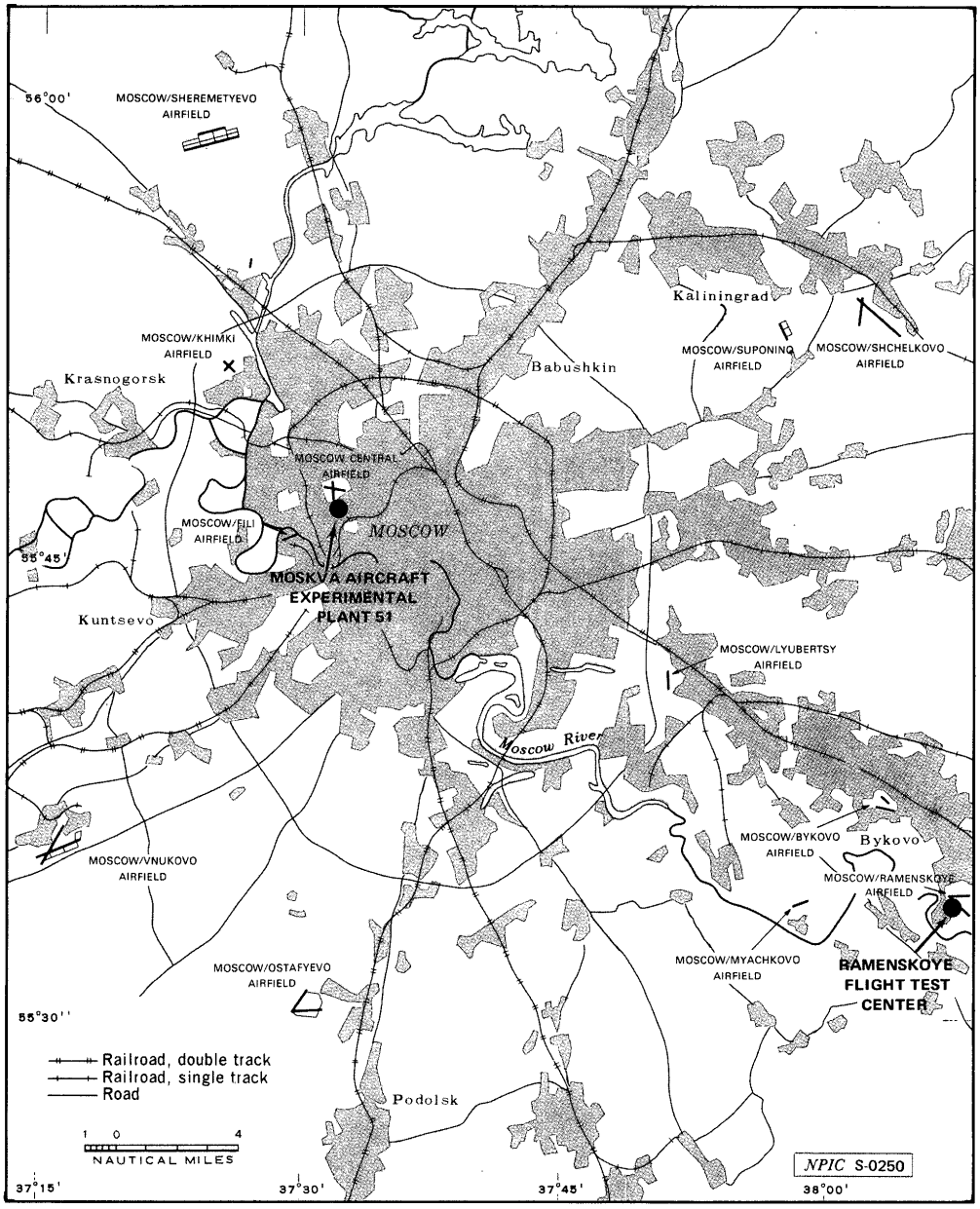

FIGURE 1. LOCATIONS OF MOSKVA AIRCRAFT EXPERIMENTAL PLANT 51 AND RAMENSKOYE FLIGHT TEST CENTER, USSR

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REFERENCES

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MAPS OR CHARTS

SAC. USATC, Series 200, Sheet 0167-5, scale 1:200,000

DOCUMENT

1. DIA. SAO/ST-SS-01-104-73, *"P.O. Sukhoy Design Bureau," Soviet Aviation Industry Design Resources*, Aug 73 (TOP SECRET RUFF

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REQUIREMENT

Project 143431NI

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